

# Road Commission Has Environmental Comm.

Wave 28 Jan 1971

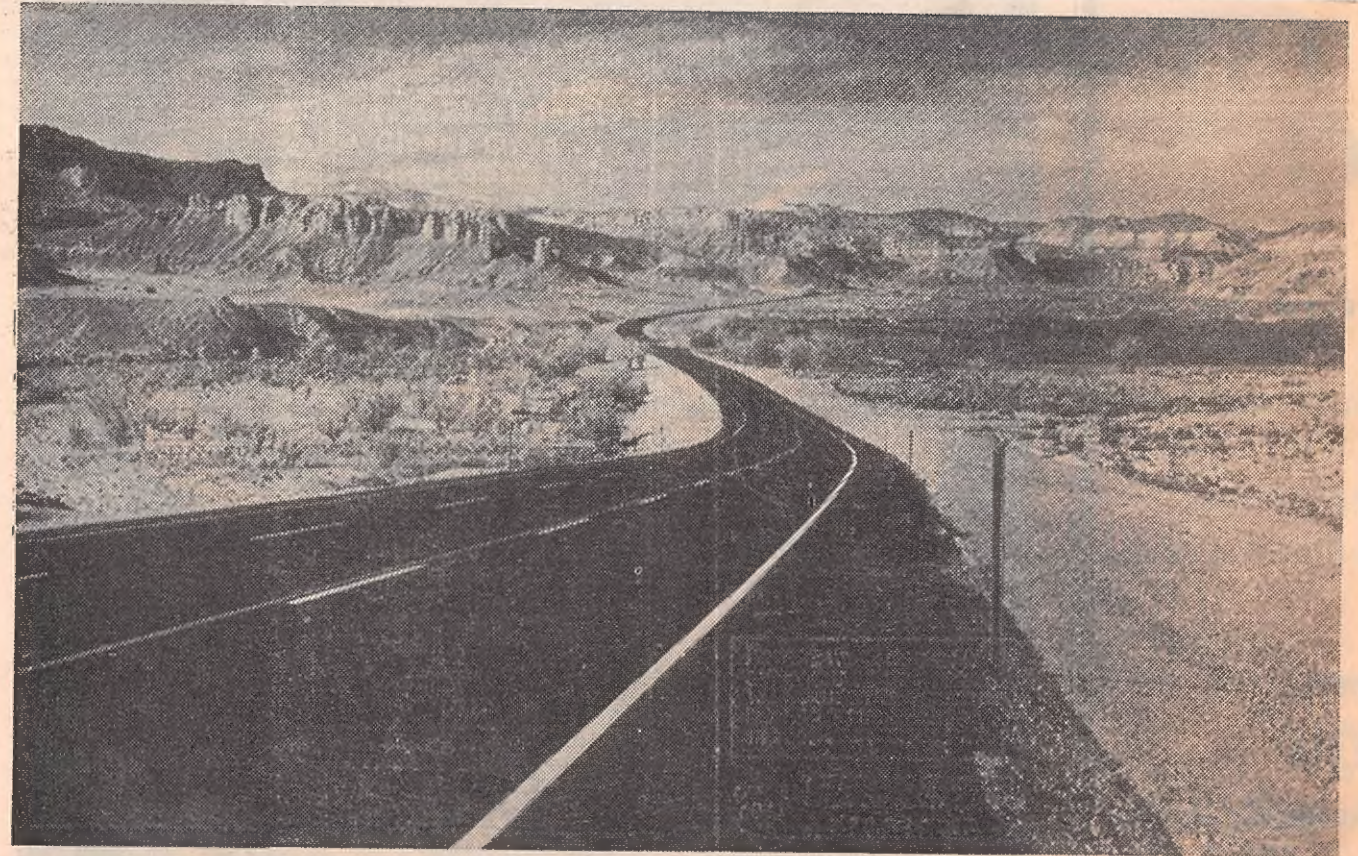
The State Road Commission of Utah, at a meeting in Moab on January 8, 1971, established an Environmental Steering Committee to provide advice on the quality of life. The Road Commission resolution says in part "the Environmental Steering Committee shall be charged to promote an efficient, safe and integrated system of highways in harmony with the natural environment and the social community."

The Road Commission action implements Governor Calvin L. Rampton's Executive Order dated the 22nd of December. Seven members of the Committee were appointed by the Commission included: Mr. C. G. Bryner, Associate Professor, Department of Civil Engineering, University of Utah; Dr. Harold B. Lamb, Surgeon and Conservationist; Mr. Vernon F. Jorgensen, Planning Director, Salt

Lake City Corporation; Mr. Fred Montmorency, Retired Corporation Executive and Conservationist; Mr. Paul Hullinger, Director, Program Development, Utah State University; Dr. Glenn M. Vernono, Department of Sociology, University of Utah; Mr. James W. Christopher of Brixen and Christopher Architects.

Two or three additional members will be appointed to the Committee at a later date.

Blaine J. Kay, Acting Director of Highways, said "the Environmental Steering Committee in addition to providing sound quality advice on the environment will aid the State Road Commission of Utah in meeting the requirements of the National Environmental Policy Act of 1969 and subsequent legislation relating to the quality of life and the environment."



**FIRST STUDY—** New I-70 and its effect on the environment is the first study to be made by the Steering Committee

which has been appointed by the Utah Highway Department under a directive by the Governor Calvin Rampton.



**Deer Creek to Open for Recreation Purposes**  
*WAVE 28 Jan 1971*



**UNDER PARKS & RECREATION**—Deer Creek Reservoir has been turned over by the Provo River Water Users to the Utah State Parks and Recreation Division for recreation management. The Parks Division will pro-

ceed to instigate needed improvements and facilities for the reservoir. Waterskiing, boating, picnicking and other forms of recreation will be allowed on this lake which has heretofore been a very restrictive water.

**Urgent Need for New Canyon Road**

At a recent news conference held by the State Highway Department for legislators and the news media in Orem, the highlight of the meeting was the discussion of a new four lane highway in Provo Canyon. Howard Leatham, Engineer of Planning and Programming informed those in attendance that the existing road in Provo Canyon could not be safely negotiated at 45 miles per hour on more than fifty per cent of the road. Mr. Leatham also pointed out that sight distance is so restricted that passing cannot be accomplished safely except in rare, short intervals. Mr. Leatham said, that the average daily traffic in 1969 showed be-

tween 3,600 and 4,700 cars per day during week days and upwards of 10,000 cars per day on the weekend. In considering the geometric factors of the Provo Canyon section of U. S. 189 the capacity of the road is slightly over 600 vehicles per hour.

Applying average growth factors to canyon traffic the average daily traffic in 1971 is expected to reach approximately 9,000 vehicles per day with summer weekend volumes exceeding 20,000 vehicles per day. For this reason, a four-lane, moderately high speed highway with a high degree of access control must be provided to adequately serve traffic demands safely and efficiently.



## Reiterate View on Highway

Provo Herald

1-29-71

# 'Citizens for Canyon' to Seek Meeting With Full Road Board

By JOSEPHINE ZIMMERMAN

OREM — Twelve members of the Citizens for Provo Canyon committee met briefly with Utah Highway officials last night at the District 6 Highway Department headquarters in Orem, but the meeting was terminated abruptly when committee members learned there was no one in attendance who could act on their requests.

Attending the session representing the highway

department were Howard Leatham, engineer for planning and programming; Lee Sargent, engineer for pre-construction; and Bert Taylor, district pre-construction engineer.

D. Allan Firmage, chairman of the Citizens for Provo Canyon, pointed out that the committee members are citizens concerned about the canyon who feel strongly that what is done in the canyon should be what is best for all people. "The main purpose of

the canyon is not just to transport people through it, and we feel any road planned there should be in harmony with the other interests," he declared.

Prof. Firmage outlined the desires of the committee as two-fold; (1) To obtain a moratorium on acquisition of rights of way, letting of contracts, and construction of the highway until

D. Allan Firmage, chairman of the canyon committee, reported today that the committee had received an appointment to appear before the Utah State Road Commission Feb. 5 at 10:30 a.m. at the State Office Building in Salt Lake City.

the people of Utah County are satisfied that all their questions have been answered, and (2) To have highway officials sit down with the committee and study the nine points raised by Prof. Firmage recently, and to go over the highway with them "foot by foot and mile by mile" to plan the best road for the canyon.

Mr. Firmage said he was assured that all opposition to the road would disappear if the highway department were

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## Citizens For

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follow these two requests and the committee were to concur with the final design of the highway.

Mr. Leatham said the department has had in mind for some time the April starting date, but he felt it would not be April now, but some months later. He pointed out that the highway department must comply with draft regulations of the Environmental Policy Act of 1969, although he admitted that these draft regulations were not the final regulations.

Asked about an alternate route through Diamond Fork, Sargent said it was not practical from the standpoint of a high volume road, steep grades, winding alignment, and lack of contact with the origins of traffic.

Several committee members emphasized the great amount of public interest in the canyon, and urged the highway officials to stop action, not only on right-of-way acquisition, but on planning for something which might be changed.

Reiterating the committee's two-fold aims, Prof. Firmage asked the highway officials if they would be willing to sit down with committee members to plan the road. Mr. Leatham answered the highway department would, but he emphasized that the committee would have to recognize the basic need for a high-type four-lane highway with limited

access. Prof. Firmage stated emphatically that on the basis of public response to the committee's public meeting and opinions expressed there, he did not feel the people of Utah County would accept a four-lane limited access highway.

Robert Redford, a member of the committee, pointed out that the committee wants to discuss the whole concept of the canyon, and Stan Collins said they want to get away from the stereotyped concept that people must "get through the canyon as fast as they can."